

BARGAIN

Special Sale of

BARGAIN

Slightly Used Automobiles

Including such well-known makes as

Packard, Buick, Cadillac, Overland, Stevens-Duryea, Hupmobile, Kissel Kar
and others

Each car is thoroughly overhauled and put into first-class condition.

List of cars:

1909—CADILLAC RUNABOUT	\$ 350.00	1912—KISSEL, ROADSTER	\$ 800.00
1909—CADILLAC ROASTER	\$ 600.00	1910—E. M. F., RUNABOUT	\$ 400.00
1910—CADILLAC, LIGHT DELIVERY	\$ 850.00	1910—OLDSMOBILE, TOURING, 7 PASS.	\$1200.00
1910—CADILLAC, TOURING	\$ 600.00	LOCOMOBILE (1911), TOURING, 5 PASS.	\$1850.00
1910—CADILLAC, DEMI-TONNEAU	\$ 750.00	1911—OVERLAND, TOURING, 5 PASS.	\$ 400.00
1910—CADILLAC, PHAETON	\$ 750.00	1911—OVERLAND, TOURING, 5 PASS.	\$ 450.00
1910—CADILLAC, PHAETON	\$ 850.00	1910—PACKARD, TOURING, 7 PASS.	\$2000.00
1911—CADILLAC, PHAETON	\$1250.00	1911—PEERLESS	\$1750.00
1912—CADILLAC, TOURING	\$1450.00	1910—POPE HARTFORD, TOURING, 5 PASS.	\$1500.00
1912—CADILLAC, ROADSTER	\$1450.00	1910—STEVENS-DURYEA, 5 PASS.	\$1000.00
1910—HUPMOBILE, RUNABOUT	\$ 400.00	1910—STEVENS-DURYEA, 7 PASS.	\$1750.00
1909—AUTOCAR, PHAETON	\$ 500.00	1910—STEVENS-DURYEA, 5 PASS.	\$1000.00
1908—BUICK, TWO PASSENGER	\$ 400.00	1910—STEVENS-DURYEA, 5 PASS.	\$1000.00
1911—BUICK, TOURING, 5 PASSENGER	\$1200.00	1911—STODDARD, TOURING, 5 PASS.	\$ 750.00
		1911—STODDARD, TOURING, 7 PASS.	\$1200.00

You are invited to call in and see these cars, every one of which is a bargain at the price asked.

The von Hamm-Young Co., Ltd.

Honolulu, T. H.

MOTOR CAR GOSSIP

SEASON DEVELOPS SOMETHING
REALLY NEW IN AUTOMOBILES

This season has developed something really new in motor cars—the first novelty for several years. It is not an experiment, but a permanent advance in design and construction, which, it is predicted, will become the standard for the cars from now on. The first of these cars has just been received in Honolulu, where it is being demonstrated at the von Hamm-Young Co.'s salesroom.

The new car, which the Stevens-Duryea people call their C-Six, was designed from tread to top as a single piece of construction. That is to say, the chassis and body are blended into one, not only in appearance, but in actual fact. The relations of each detail to the rest of the car were carefully weighed in making a design to give the utmost riding comfort and convenience for the Stevens-Duryea has always been built to be the best passenger-carrying conveyance that could be devised.

PACKARD SETS
RECORD DEC. 31

The largest day's business for the mid-winter season in the history of the Packard Motor Car Company was recorded on the last day of 1912, when sales orders were received aggregating a quarter of a million dollars. For two months, total sales were greater in volume than ever before in November and December. The scores of dealers in the fifteen largest cities averaged a fifty-two per cent increase in business over the same period.

Sales of Packard trucks in December totaled 213 vehicles, amounting in value to \$300,000. This is an increase of twenty-four per cent over the best previous total for a month's business and said to be a world's record for actual sales to users of motor trucks.

are rounded and flowing, and everything that would break them—like the usual boxes on the running board, for instance—has been taken care of in the same new way. An absolute innovation in spring suspension, and an adjustable rear seat, which also is a complete novelty, are important features of the car. Of course, the fundamentals that have so long distinguished the Stevens-Duryea, in which they were originally introduced—unit power plant, three-point support and the multiple-disc dry-plate clutch, chief among them—are retained in more highly perfected form than ever.

Mental Comfort, Too
Motor-car comfort is mental as well as physical, of course. Every little thing that can affect mental ease has been given attention in designing the Stevens-Duryea. For instance, noise of any kind has been almost wholly eliminated.

The characteristic sound of the fine motor car is made up of little noises, most of which would not be perceptible in themselves. By making the closest possible connection in all mechanical parts and matching with special care every part which comes in contact with another; by water-jacketing the motor so completely that wear is reduced to a negligible point; by tightening every attachment, such as the lamps and fixing them so that they will stay tight; by making every part that is subject to vibration—such as the window sashes or the wind shield—absolutely secure; by hunting down and remedying all the little things which close study and human ingenuity could take care of, the Stevens-Duryea engineers have produced a degree of quiet which cannot be compared with any previous achievement in this direction. It goes so far beyond what has been done before.

The Stevens-Duryea display at the automobile show in Madison Square Garden is one of the most interesting exhibits of motor cars that has ever been made. Probably neither this company nor any other has in a single model shown so many improvements over the best of previous fine cars. And the display is arranged in

FORDS BECOMING
POPULAR OVER
TERRITORY

This year more than ever before in the history of automobiling in this territory, are the Fords becoming popular as a pleasure car. The ability, strength and flexibility of the Ford is forcing it to the front until now the little car stands alone in a class by itself, acknowledged by all as the best car ever produced for the money.

A carload of these Ford touring cars was received at the Schuman Carriage Company last week, and the entire shipment has already been disposed of. Another shipment will arrive in a few days.

Captain Steenberg, of the 25th Infantry, took a Ford touring car this week. He had learned of their great value on the coast, and lost no time in securing one when he arrived here.

J. E. Rocha is another booster for the Ford, and is sporting a beautiful new touring car. Mr. C. W. Hall, the piano dealer, has used a Ford so long he would not think of using any other. He has a new 1913 model.

Mr. J. A. Beaven, of Lovejoy & Co., took delivery of a Ford this week. The "Sturdy Stutz" continues to duplicate its sensational performances of the early season, when it won against all-comers, defeating both Oldfield and Burman in their high-powered races. The Stutz is the first entry for the Indianapolis Speedway race, and will no doubt duplicate the wonderful performances of last year. A shipment of these cars will arrive next week.

INDIAN PRINCES
BUY MANY
HUDSONS

Blooded East Indian sovereign princes, despite the many automobiles which are made in England, are flocking to the American car.

They are fast abandoning their gorgeous formal equipages of state for the motor car made in the United States and the last news is that five Maharajahs—heads of Indian provinces—have become owners of Hudson cars.

Frank Howes, the Hudson dealer, told today who the motoring Maharajahs are. They are the Maharajahs of Tikari, Chota Nagpur, Futawa, Nowagar and the Nawab of Bagra.

Their actions in purchasing Hudsons instead of English cars when they became motorists may be a reflection of the attitude of East Indians toward the British regime.

One thing which appealed to all the East Indian in connection with American cars, and especially with the Hudson, was the utter simplicity. In addition, the silence of the latter car when in operation impressed them, for it has become known in India as "The Silent Hudson."

Mr. Howes told today how the gorgeous Indian Equipages of state were becoming a thing of the past and that the upper classes were fast taking to automobiles because of the saving of time thus effected. "The fame of Howard E. Coffin, as America's leading engineer," he said, "is not confined solely to this country, nor is the knowledge of his board of engineers. It is said that men choosing cars abroad are often known to ask whether Coffin has approved this or that type of motor car design, for many of the best known methods of engineering practice originated with Mr. Coffin. The addition of the industry's largest board of motor car engineers to the brains behind the Hudson has given the car even more time. In Calcutta there are now approximately 100 Hudsons on the streets, some of the most notable of British officials also owning them.

"But in India the princes and reigning families of blue blood of the old days still set the pace, and the popularity of the Hudson with them assures it a firm foothold in that country, which, by turning a wheel handle within easy reach of the passenger, may be raised or lowered, moved forward or back, at will. This is a unique feature of the new cars which the Stevens-Duryea company is exhibiting.

MOTOR CAR IS
GOOD ECONOMY

Commenting on the annual motor display at which cars valued at more than a million dollars were exhibited, The Car, a leading London weekly, takes occasion to refute the impression prevailing in some quarters that the motor car is an evidence of an undue increase in wealth. And the editor makes an analysis to show that instead of denoting growing extravagance, the motor car, in his country at least, makes for economy. "Motoring is not a luxury any longer, but a means of living one's everyday life to more advantage for business and recreation alike."

The same class of people who are now using high-grade cars had, in 1802, ten years ago, the following vehicle equipment: A family omnibus, a brougham, a wagonette, two dogcarts, and one pony cart besides the horses. To care for these they employed a head coachman, a first groom, a second groom and a helper. Against this equipment and help they have now one motor-car limousine, and one two-seater (perhaps), while the help consists of one motorman, and a cleaner once or twice a week.

A positive saving in expense has thus been accomplished. The reason the condition now is more spectacular is because in the horse days there was nothing to correspond to the present-day motor show. And, to quote the same authority again, "How rich these people must be, is, therefore, a thoughtless cry. And, above all, we live in the age of the Wanderlust. Everyone, from prince to pauper, has become restless and travels infinitely more than 50 years ago, partly because traveling is so much more comfortable and cheaper, and partly because everyone is doing it. Just as a former generation spent money on horses, and a previous one on armor and fortified castles, so this generation spends its money—that which it can afford, and which it cannot afford—in motor cars, railway and steamship traveling, and in trying to get away from the smoke-grimed city."

The growth of the motor car, therefore, is not necessarily a sign of huge and growing wealth, but of a world-wide desire to move about more.—H. H. Windsor in the February Popular Mechanics Magazine.

DIVING MOTOR CAR FOR DEEP-SEA DIVERS
A diving motor car or submarine sledge for the use of divers while at work in the depths of the ocean is among the latest devices being used in the diver's art, and is described, with illustrations, in the February Popular Mechanics Magazine. The apparatus, which is a specially design-

ed form of motor car on runners instead of wheels, has no power of its own, being drawn through the water and along the bottom of the sea by a power boat on the surface to which it is connected by wire cables, and with whose driver the diver is in communication by telephone. At the back of the diver's seat there is fastened a sheet or hood of metal for protecting him against the swift currents that are formed when the vehicle is being drawn rapidly through the water. The diving car can be steered upward and downward, as well as in curves, by means of a steering mechanism operated by compressed air supplied from steel tanks attached to each side of the vehicle.

En route to the Hawaiian Islands.

where she expects to use her car in an extensive tour which will cover every available road in the group. Mrs. C. B. Shaver drove her Maynes car up from Fresno this week, and sent it to the dock to be shipped. The car is a new one, and Mrs. Shaver has had it equipped especially for this trip, on which she has been counting for a long time. She will make the trip to Honolulu on the same steamer which carries her machine.—San Francisco Examiner.

V. Stefansson, who discovered the "blonde Eskimos," announces that \$50,000 has been raised to finance his next trip into the Far North to hunt for a continent believed by scientists to exist there. He will leave San Francisco next May.

THE FORD

IS the Car for the man who must get there. It goes farther on a set of tires, costs less to operate, and is always ready for the road.

Best for the Doctor
Best for the Business Man
Best for the Army Officer
Best for the Money

The FORD has won every hill-climbing contest it has ever entered.

Come in and look them over and take a ride.

Schuman Carriage Co.,
Limited.
Agents